

Our 40 ways forward

Doubling of single track sections

- 1 Probus-Burngallow, Plymouth-Penzance line, to reduce delays to Great Western and Virgin Cross Country services.
- 2 Farnham-Alton to improve reliability and frequency.
- 3 Cockett-Llandeilo Junction, Swansea-Llanelli line to reduce delays and allow more frequent trains on main line to West Wales.
- 4 Chester-Wrexham to reduce delays and permit introduction of an hourly service.
- 5 Hubberts Bridge-Boston, Grantham-Skegness line to improve reliability/frequency.
- 6 Leamington-Kenilworth, Leamington-Coventry line to reduce delays to Virgin CrossCountry trains, permit introduction of Central Trains new service Coventry-Oxford and opening of new station to serve Kenilworth.
- 7 Norton Junction-Pershore, Worcester-Oxford line to improve punctuality of Hereford-Worcester-Paddington service.
- 8 Rotherham, doubling of Holmes chord line to improve reliability of local trains.
- 9 Huddersfield-Barnsley, double tracking of key section to overcome delays and operational problems.
- 10 Kilmarnock-Barrhead, Kilmarnock-Glasgow to permit introduction of half hourly service.

Signals, passing loops and other minor works

- 11 Truro-Falmouth, passing loop to permit introduction of half hourly service.
- 12 Bristol Temple Meads station pointwork to permit use of bay platform 2 for local passenger trains, freeing up through platforms at present occupied by these trains and thus facilitate improved frequency and reliability of Virgin CrossCountry and other through services.
- 13 Swindon station facilities (steps and walkway to ticket office) to restore disused postal platform on down slow line for passenger use to ease congestion at the station.
- 14 Filton Junction, Bristol to replace single lead junction with conventional junction to avoid delays to trains to and from South Wales.
- 15 Havant station additional bidirectional platform to facilitate provision of connections and train overtaking.
- 16 Worthing and Barnham to make existing loop platforms bidirectional for Coastway through traffic to assist train overtaking.
- 17 Hastings Metro minimal infra-

At a meeting with Transport Minister John Spellar, Railfuture was urged to submit a list of small and medium schemes which could help to improve reliability and punctuality as well as increase network capacity.

After consulting the branches, president Michael Caton sent off this list.

structure work to enable introduction of local services through Hastings as proposed in the Multi Modal Study.

18 Croxley Link to bring reverse commuter flows into Watford from Harrow and Hillingdon.

19 Hertford Loop reinstatement of loops on lines at Gordon Hill to permit operation of both high density inner suburban metro-type service and fast outer suburban trains on this route.

20 Shrewsbury-Aberystwyth, additional passing loop at Dovey Junction to improve reliability and frequency of train services.

21 Ely West Curve (Ely north to Ely west junction) provide track circuits and signals to permit bidirectional use of this spur, to avoid the need for March to King's Lynn freight trains having to reverse in Ely station sidings.

22 Sleaford-Spalding replacement of manual level crossing by automated one, to cut staff costs and permit 24-hour operation.

23 Lincoln station signalling and pointwork to permit more flexible use of station platforms.

24 Worcester-Oxford improved tumbuck facilities with necessary signalling to reduce delays at Worcester Foregate Street and signalling improvements at Evesham to avoid the need to stop trains outside the station for token exchange on single line.

25 Preston-Liverpool installation of two curves at Burscough to permit introduction of Preston/Ormskirk to Southport services.

26 Euxton Junction near Preston where Manchester services diverge from West Coast main line, restoration of full double junction from present lead junction to increase capacity.

27 Windermere branch passing loop to permit introduction of more frequent passenger services.

28 Newcastle-Carlisle installation of additional signal blocks to reduce delays to passenger and freight trains and allow provision of services to a wider range of destinations.

29 Newcastle-Sunderland-Hartlepool, signalling and track circuits to permit increased frequency of services and opening of new sta-

tion at Homdon to serve Peterlee new town.

30 Glasgow CrossCity, north-south direction, installation of curve and new Glasgow Cross station to serve east end of the city centre to permit running of through services across Glasgow from Ayrshire to Edinburgh, Fife and Aberdeen.

Station and line reopenings

31 Romsey-Eastleigh provision of tumbuck facilities at Romsey to permit re-introduction of passenger service with new station at Chandlers Ford.

32 Stratford-Lea Bridge-Tottenham Hale reopening to assist local regeneration and provision of link from Lea Valley and Stansted airport to Stratford.

33 Ledbury-Bicester-Bletchley, restoration of track to passenger standards to permit reintroduction of services on these routes.

34 Ebbw Vale Line, South Wales,

reopening to serve community suffering from steelworks closure; would help with job creation.

35 March-Wisbech, provision of automated level crossing and simple terminal station at Wisbech to permit re-introduction of passenger services.

36 Aldridge-Walsall, new station with a simple platform to permit extension of Birmingham-Walsall service a further three miles over freight line to serve commuter town.

37 Frankley and Rubery, Birmingham, new stations on freight line plus one mile of additional track, to serve major new housing area and leisure complex (this and the preceding case would help ease traffic congestion in Birmingham).

38 Clitheroe-Hellfield, minimal infrastructure work and two new stations to extend Blackburn-Clitheroe service to Hellfield and beyond.

39 Stirling-Alloa, reopening for passengers and freight.

40 Hamilton-Larkhall, Strathclyde, reopening of branch for passengers.

■ The Strategic Rail Authority now has a 10-year £400million rail performance fund. Although this represents only £40million a year, the fund could have a much greater impact if it helps attract private sector finance. Following the meeting, the SRA's strategic plan was published and it too contained a list of schemes.

A group with heart

Travelling by train is the safest way to go but there are still concerns. One of them is the potential for delay in getting first aid treatment if anyone is taken ill on a moving train. This problem came to the surface when a passenger collapsed on a London-Brighton train.

The solution was to ensure there were always rail travellers who knew basic resuscitation techniques to keep the patient alive in the vital minutes until the train crew could summon the emergency services. The Brighton Line Commuters – one of Britain's many rail user groups – played a key part in a campaign to get rail travellers trained.

Ten years ago they joined forces with Brighton Heartguard and the BR operator, Network SouthEast, and had a train named the Heartstart Express. Leaflets were distributed to passengers on trains and there was a Heartstart stand at London Victoria.

The campaign was extremely successful with more than 400 passengers signing up for courses. So the Brighton Line Commuters group re-launched its campaign at London Bridge on 20 March to get passengers to sign up for resuscitation courses. This time the group is hoping that rail user groups all over the country will follow its example and set up similar campaigns in their areas.

Brighton Line Commuters also represents passengers on the Eastbourne and Worthing routes. The chairman is Miss Shelley Atlas, vice chairman Richard Longhurst, treasurer Ron Bentley, and membership secretary Chris Bowers. Contact: Brighton Line Commuters, 93 Cromwell Road, Hove BN3 3EG Tel: 01273 779924 email: commuters@blcmailbox.fsnet.co.uk